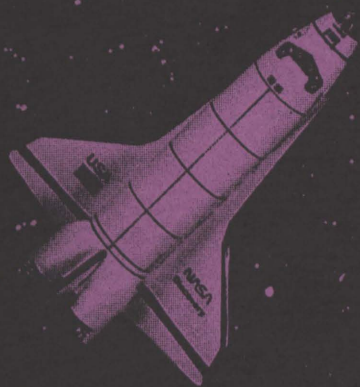


THE
AUSTRALIAN

U.F.O.

BULLETIN



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The Society welcomes reports of unusual phenomena. These are evaluated on their own merits and if requested are kept in the strictest confidence.

The Society exchanges information with similar Australian and overseas organisations, as well as scientists, and disseminates to the public information on local, interstate and overseas developments in its quarterly publication, the "Australian U.F.O. Bulletin", which is posted to all members.

All communications should be addressed per the return address shown on the rear of this bulletin.

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Victorian U.F.O. Research Society

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We would like to call the readership's attention to an article in this issue entitled "UFO NOISES" by Dr. Willy Smith, who mentions the possibility and timing of certain clicking sounds being of opening and closing of "APERTURES", adding an unsuspected dimension to the UFO Phenomenon!

Although Dr. Smith does not mention the Fredrick Valentich Disappearance Case, it is interesting to note, that of those who heard the clicking noise recorded on the radio transmission between Melbourne Flight Service and the pilot, some said it sounded like jamming of a radio transmission. The clicking sound was also heard by other pilots at that time.

One of the last transmissions from Valentich was:

"Melbourne, that strange aircraft is hovering on top of me again. It is hovering and it's not an aircraft".

Then at 1912.28 hrs., the pilot says:

"Melbourne",

when the clicking sound commenced and continued for seventeen seconds. Although we do not know whether the pilot went up, down or disintegrated, the 'sound' facts may be an important clue.

Since its inception in February 1957 (see History of Society inside back cover), V.U.F.O.R.S. has maintained its initial purpose of gaining information on UFO sightings which come to our attention, investigating them as far as possible, and disseminating the information to our members and the general public, through the medium of our publications.

As our membership is still growing, the editors considered it would be a suitable time to enlighten our more recent members of what has transpired in the past. Hence, some History of UFOlogy has been included in this and our two previous publications. VUFORS Vice President and investigator Mr. Paul Norman is currently in the United States. He has visited that very controversial site known as AREA 51 - from an observer's point - and will no doubt have some very interesting information for the September Discussion Night. This is most appropriate since we will be showing a video on that subject at the June 7 meeting after which we anticipate you will have many questions to put to him.

February 1959 was a busy month for UFO activity. At that time I resided in a suburb of Nashville, Tennessee. The most outstanding incident occurring in that state at the time was when three Unidentified Flying Objects were reported by many witnesses, both civilian and military.

I interviewed several of the observers. The first interview was with a man and his wife who were driving towards Nashville from the East. The wife, who was in the passenger seat, with her head resting on the back of the seat noticed a circular object speeding from South to North. Both witnesses watched the object disappear to the North. By the time they looked back, a second object had hovered off to the left, near the highway and directly ahead. While it was stationary, a third object sped from South to North - horizon to horizon - within a few seconds. After the third UFO disappeared to the North, the one which was hovering sped away following the same path as the other two. All three UFO's were glowing a whitish blue in colour.

I immediately 'phoned the two newspapers to enquire if there were any other reports. The reply was that several people had 'phoned with a similar enquiry and requesting an explanation.

Follow-up investigations revealed that the radars at both Sewart Air Force Base and Joelton Radar Station had blacked out for thirty seconds during the sighting and objects were seen by personnel at both locations. The Police dispatches had notified all cars to report anything seen in the sky.

An Air Force pilot told me a few weeks after the incident, that interceptors had been scrambled to try to determine what was taking place above the area that night.

A radar operator on duty at Joelton Radar Station told that when the incident occurred "they were scared".

This incident is mentioned at this time, because of the article in this edition entitled BLUE BOOK PEARLS by Dr. Willy Smith, who has found additional details concerning the Captain Killian case, which occurred to the North of Tennessee just after the Nashville area encounter.

During that February period of UFO activity, when many pilots became frustrated, they held a meeting. A spokesman for the group said "when we report UFO's, we are usually interviewed when we land, we are tired and want to get home to our families, we are delayed briefing. Authorities, who threaten us with fines and/or gaol if we disclose the reports, told us that the thing which paced our aircraft for fifteen minutes was a bolt of lightning".

He added, "nuts to this Big Brother attitude, who needs it!"

continued

By Paul Norman

CONTINUED

EARLY HISTORY OF UFOLOGY CONTINUES.

We are adding further details of an outstanding period where major steps were taken to distract public attention by attempted debunking of the UFO phenomenon.

As previously mentioned in the March edition, Dr. David Saunders, a senior researcher of the officially sponsored Condon Committee, requested UFO cases from Australia. After the Condon report was released, I wrote to Saunders expressing my disappointment and stated I considered my visit to the Project a waste of time.

He replied September 11, 1970 stating,

"I will remember your visit to the UFO Project here at Colorado University primarily because it was so informative. While it is true that the tangible information you left with us is now buried in the project files --- files which Condon now treats as his personal property! --- you left with us, the realization that the UFO problem both exists and is recognised down there. I cannot agree that your visit was a waste of time".

In his book 'UFO's? YES!', published by SIGNET BOOKS, NEW AMERICAN LIBRARY, Dr. Saunders blasts the Project for its unscientific, biased and precluded "findings". He cites for evidence, the specific cases that have led him along with a majority of the Committee, to conclude that unidentified flying objects are likely to be vehicles from other civilizations.

In explaining the hypocrisy of the project sponsors, he revealed the memo written before investigations commenced, which stated in part:

"the trick would be, I think, to describe the Project so that to the public it would appear a totally objective study, but to the scientific community it would present the image of a group of non-believers trying their best to be objective, but having an almost zero expectation of finding a saucer".

The exposure of the memo was a key reason Dr. Saunders and Dr. Norman Levine were dismissed from the project. The Administration Assistant then resigned in disgust.

Meanwhile, UFO research continues among reliable UFO researchers who WANT to know the facts!

BLUE BOOK PEARLS

CAPT. KILLIAN'S CASE

SUMMARY OF INCIDENT

On the night of February 24, 1959 a scheduled American Airlines flight from Newark to Detroit encountered three lights over Pennsylvania. The initial detection took place at 8:20 PM when the aircraft was 13 miles west of Williamsport, and the lights remained at about the 9 o'clock position for 40 minutes, providing an opportunity for many of the 35 passenger to observe them. They were also observed by the crews of two other planes flying much farther to the south, as well as by the tower operators in Pittsburgh, PA.

The information content of this sighting is low, as all we have is three non-point lights changing relative position and separation, with intensity fluctuating from bright to fade-out and colour variable from yellow-orange to brilliant blue white.

The case made headlines and threw the Air Force into a frenzy, with an escalation of explanations which included the suggestion that those who report flying saucers --including Capt. Killian and his passengers-- usually had one too many. The refuelling mission explanation was finally adopted containing some attractive features, it was accepted by the press and the case passed into oblivion.

However, a scientific and more detailed re-examination of the BB files shows that the Air Force was more eager to produce an explanation, any explanation, than to find out what really happened.

THE UNDISPUTED DATA

The lights reported by Capt. Killian on February 24, 1959 were explained by Blue Book as having a very simple cause: a refuelling mission. But we know after years of studying the files that the Air Force had a knack for picking out from all the tentative explanations the one that was practically impossible. This leads me to the following question: postulating that a mission was on that night, do the data provided by Capt. Killian and other pilots support that hypothesis?

Before discussing the pros and cons for the reality of the refuelling mission, we start with two pieces of information which so far have not been disputed, even by biased investigators like the late Dr. Menzel (Ref. 10).

The first one is the statement by Capt. Killian that *"the altitude of the objects was 30 degrees above my horizon"* (Ref. 1). The second is the information that KC-97 refuelling missions are flown at 17,000 ft. It is then easy to make an order of magnitude calculation to determine the

distance "a" from the plane to the lights reported by Capt. Killian, without any precise knowledge of the exact position of the aircraft or the lights. We can assume with a small error that "a" is the hypotenuse of a right triangle in which the distance from the lights to the ground is $h = 17000$ ft. while A is the angle between the line of sight and the tangent to the horizon.

THE REFUELLING MISSION EXPLANATION

The third column expresses the distance from Capt. Killian's plane to the lights in nautical miles, which for none of the cases exceeds 35 nm. In other words, whatever the source was, it was not too far away, certainly not the almost 120 statute miles (104 nm) that would be

Table 1:

Angle A degrees	sin A	$a = h/\sin A$ nm	Separation to be resolved. ft.
30	0.500	5.6	8.5
20	0.342	8.2	12.5
15	0.259	10.8	16.4
10	0.174	16.1	24.5
5	0.087	32.1	48.8

We then construct the following table:

The value $A = 15$ degrees was included because it is mentioned sometimes in the literature, as for example in Ref. 8, where one can find some rough attempt at a similar analysis. The other values are added for completeness, to show how little an error in angular elevation affects the results.

necessary for the refuelling mission to be seen from Capt. Killian's plane at 8:45 PM from the vicinity of Bradford, PA (Ref. 8, p. 117), and at about the same time (8:40 PM) be reported by the tower operators over Pittsburgh (Ref. 4). There is no doubt that a refuelling mission was flown that night, but it was not what Capt. Killian saw, if the AF assertion that they are flown at 17,000 ft. is correct (Ref. 2).

Another approach is to consider the resolution of the human eye, defined as the angular separation that must exist between two objects to be perceived as distinct. It has a value of $\alpha = 0.25$ milliradians, and the linear separation d is obtained using the formula: $d = \alpha a$, where a is the distance between the objects and the eye.

The values in the last column of the table are obtained using that formula. But the fact is that the wing span of a B-47 is 116 ft., while for the KC-97 tanker it is 141 ft., so in all cases the lights of the planes would have been resolved and the aircraft positively identified. This was not the case, as all that was described by Capt. Killian and the other witnesses on Flight 139 were three lights in loose formation. Of course, if the planes were far enough away, the lights of each would have appeared blended into one, but the numbers in the table indicate that the distance required is of the order of more than thirty nautical miles, which does not satisfy the data.

It could be argued that Capt. Killian committed a gross error in estimating at 30 degrees the elevation of the lights above the plane, but even if the elevation was only 10 degrees, the distance was about 16 nm and the lights would have been resolved. Moreover, we are told of three lights, not four, although there were four aircraft. The inescapable conclusion is that the refuelling mission, if any, was either much higher and/or much farther away than stated. This is not possible either, as for the refuelling both aircraft must decrease speed, which can only be accomplished by decreasing altitude. The stated altitude of 17,000 ft. is in agreement

with the design parameters of the aircraft involved.

The same limitations on the distances are equally valid for the other aircraft reporting lights that night. For example, Capt. Yates' plane was too far south to see the lights of a refuelling mission observed at the same time by Capt. Killian. Yet he reported that at 9:00 PM something heading northwest crossed his flying path, near Youngstown, OH (Ref. 8, p. 116). In addition, observers on the ground near Akron, OH reported lights moving east to west at 9:15 PM (Ref. 8). From the official files we know that a refuelling operation was over Pittsburgh at 8:40 PM, (Ref. 4) and a look at the map indicates that the three observations fit quite well; thus, what Capt. Yates saw and reported was very likely that specific refuelling mission.

Another negative aspect for identifying the lights seen by Capt. Killian and his passengers as aircraft is that the colours reported do not match what one would expect from the position lights of planes. Also, the lights were too powerful to be associated with jets. What made the explanation attractive, that is, until a more rigorous analysis is performed, is the relative motion of the lights, although Capt. Killian characterized it as too erratic to be jets.

Before he was silenced - and there is no question about that either (Ref. 9, p. 15) Capt. Killian provided quite a bit of information expanding on his original statements. In one of them (Ref. 9, page 3) he says: "At first, I estimated that the objects were not over a mile

from us. This was just an impression; I believe now that they were not that close". No, they weren't, that close, but they were not very far away either, if we can trust the AF data about refuelling missions!

In this same interview Capt. Killian adds a numerical bit: "*they appeared to be like the apparent size of the moon*". Well, as everyone knows the size of the full moon is 32' of arc or 9.3 milliradians: let's compare this with other statement made by Capt. Killian to Major Werkmeister many weeks after the facts (Ref. 3): the lights were each "*the size of a quarter at arm's length*". The diameter of a quarter is 718 of an inch, and the arm's length is ambiguous, but taking it to mean 30 inches, then the quarter subtends an angle of 29 mrad. i.e, three times the diameter of the moon, which I don't find credible. If we use those two values and calculate the diameter of one object at the distance of 5.6 nm corresponding to the reported elevation of 30 degrees, we obtain:

moon size: $d = 316$ ft.

quarter at arm's length: $d = 987$ ft.

diameters which seem a bit too large, for had they been planes, with a constellation of lights to boot, at a distance of 5.6 nm the identification would have been immediate. Perhaps Capt. Killian was bad at estimating angular sizes, or perhaps he was trying to express that the lights were not point sources. But what is clear is that he did not observe a refuelling mission near or far.

The most damaging argument against the

refuelling mission hypothesis is the manner in which the AF changed its explanations for the incident. In the first release (Feb. 28), the lights were the Belt of Orion. simply because Capt. Killian had used it as a model of what he saw. A few days later (March 1), some nasty remarks were made to the press about inebriation and UFO sightings (Ref. 11). And the third story was the refuelling mission, released March 16, although the files show that the AF knew about it since March 2 at least (Ref. 4).

Somehow the AF felt threatened by Capt. Killian's persistence that he had seen what he saw. After a point his statements to the press stopped, but his wife was not silenced, and she revealed that pressure had been exerted on American Airlines and that the company had ordered Capt. Killian to cease and desist, which he did.

OTHER TESTIMONIES

The Blue Book files are silent about the testimony by other commercial pilots, and the information provided by other sources (Ref. 8) is not detailed enough for evaluation: besides. our purpose is to analyse the incident based only on the official information.

The official files contain, nonetheless, a report that has some bearing on this matter. On the evening of February 2, 1959, about three weeks prior to the Killian incident, a distinguished professor at the University of Michigan and his wife were driving on the Ohio Turnpike near Sandusky, OH. The sighting was reported to the FBI in Detroit. which transmitted the

information to the Air Force in Washington DC, and then to Selfridge AFB in Michigan, which in turn, passed it on to ATIC in Dayton, OH. on February 25, 1959. Evidently, on that precise date ATIC was not very receptive to any information supporting even remotely the Killian incident (Ref. 6).

Curiously enough. the files contain only a retyped copy of the original FBI report (Ref. 7), where we learn that the witnesses described what they saw as a "*yellow thing*", which had an upper part much like the top of a sphere, while the lower part was rather level or flat. Other tantalizing details are provided, such as the presence of the silhouette of a conventional aircraft departing in the opposite direction.

This report is relevant for at least three reasons: i) the location is in the area of the 24 Feb. sightings, as shown on the map appearing on page 116 of reference 8; ii) because the witnesses are unimpeachable; this I know firsthand, as I was acquainted with the professor many years ago when I was a student at the University of Michigan; and iii) and perhaps the more important, the expedience with which the AF dismissed the incident without remorse (Ref. 6).

CONCLUSIONS

The above discussion has shown that the incident described by Capt. Killian was almost certainly not a refuelling mission, although it is easy to understand the irresistible appeal that such a solution had for the Air Force analysts, in their ignorance of the possible methods for testing its viability. It is a beautiful example of

the underhanded techniques used by the Air Force to discredit reliable witnesses.

The official explanation is therefore untenable. and the proper classification for this incident should have been "UNEXPLAINED".

Dr. Willy Smith
(C) UNICAT Project
November 10, 1992

REFERENCES AND NOTES

The following documents are part of the BLUE BOOK FILES (Roll 35)

- (1) Memo prepared by Capt. Killian dated February 24, 1959 with reference to Flight 139 and transmitted to the Air Force by AMERICAN AIRLINES.

This Memo has been reproduced many times. but often with the last paragraph omitted (Example: UFO EVIDENCE, p. 116) or with two paragraphs added emphasizing the refuelling mission explanation (Example: enclosure in Ref. 5). The original document ends with the words "Distance away is unknown" and is not signed. The important item is: "*The altitude of the objects was 30 deg. above my horizon*"

- (2) Letter addressed to Mr. Fred A. Kirsch dated 19 March 1959 and signed by Lawrence J. Tacker, Major USAF, Public Information Division.

continued

Provides details about refuelling missions, indicating inter alia that KC-97's fly at an altitude of 17000 ft. at 230 knots TAS.

- (3) Memo to ATIC dated 14 Aug. 1959 and signed by R. F. Werkmeister, Major USAF, Administrative Officer.

This document reproduces (1) above. and adds a telephone conversation with Capt. Killian. where mention is made of the size of the lights [each individual light was the size of a quarter at arm's length]. It is also the first direct contact between the Air Force and Capt. Killian.

- (4) Undated Memo addressed to ATIC Commander, Dayton, Ohio, signed by William D. Hostutler. Capt. USAF, Administrative Officer.

This document is in reply to a telephone call received at 08:20 on March 2, 1959, and confirms that at 20:40 hrs. 24 February (0140Z, 25 Feb.) three B-47's from the 772nd ACW Sq. were on a refuelling mission near Pittsburgh, PA as reported by the tower operators.

- (5) Letter to Ms. Frances Ryan dated 24 June 1959 and signed by Lawrence J. Tacker. Major USAF. Public Information Division.

- (6) Memorandum to ATIC Commander. Dayton, OH, dated 25 Feb. 1959 and signed by P. E. Chancy, Major, USAF, Administrative Officer.

- (7) Memorandum to SAC by S. A. Coghlan dated February 4, 1959.

Coghlan apparently was an FBI agent in Detroit. The document now in the BB files is not the original, but an unsigned retyped copy.

OTHER NON-OFFICIAL REFERENCES

- (8) Hall, R.: THE UFO EVIDENCE, 1964, p. 116 and p. 42

- (9) REPORT ON UFOs observed Feb. 24, 1959 by AMERICAN-UNITED airline pilots. Compiled by Unidentified Flying Objects Research Committee, Akron, OH, undated.

This report is reproduced in toto in the Blue Book files.

- (10) Menzel, Donald H. and Boyd, Lyle G; THE WORLD OF FLYING SAUCERS.

The final galley proofs of the pages dealing with the Killian case are part of the official Blue Book records.

- (11) "Flying Saucers' Sightings Still Get Air Force Study", in the March 1, 1959 issue of the New York Herald Tribune under the by-line of Ralph Chapman.

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ON UFO NOISES

OVERALL VIEW

While a large number of reports of UFO sightings are characterized by the absence of noise, in many instances the sounds reported by the observers are specifically and variously described as buzzing, humming, whining, whistling, or by onomatopoeic expressions. All those possibilities are contemplated in the UNICAT data base by appropriate parameters, as follows:

SB = buzzing, humming

SI = sound, intermittent, beeps

SL = very loud sound

SM = sound, moderate

WH = whine

WL = whistling

US = UFO silent, no noise

It must be observed that the above parameters not only describe the noise, but also characterize some of its properties such as its volume and continuity.

Although potentially the variety of the noises described by the witnesses could be very large, in practice this is not the case. Rather than introducing a new parameter for each reported sound, all those different noises not fitting the categories listed above are grouped together and identified by the parameter ON:

ON = other noises

and the noise is briefly described in the FLAVOR field. This parameter is used also for those cases for which a type of sound (or absence thereof) predominates during most of the incident, but for which some anomalous noise attracting the attention of the witness occurs at some time during the sighting. It was felt, however, that to preserve the testimony of the witness, his description of the sounds, whenever available, should be recorded in a special field, UFONOISE.

In addition, in some cases it is not possible to decide whether the unknown is producing sounds or not, as for instance, when the observer is inside the cabin of a plane, or for some cases in which the distance between witness and object is very large, or when closer sources drown the noise which could be produced by the UFO. Those cases are labelled "not applicable" in the UFONOISE field.

Finally, many reports do not address the noise issue. Maybe there was some noise, but the witness failed to report it, or the investigator forgot to ask the pertinent questions. Those incidents read "not reported", "not indicated" or "not stated" in the UFONOISE field.

(continued)

Basically, then, we have three possibilities: i) there was no noise, ii) sounds of various nature were reported, and iii) we just don't have the information to decide whether or not the phenomenon was producing sounds. The following tables summarize the information contained in the UNICAT data base when the number of entries was 820.

Table 1:

Category	Number of cases	%
no noise	352	42.9
misc. noises	221	27.0
not applicable	136	16.6
not indicated	111	13.5

It must be observed that noises are not mutually exclusive, particularly since some of the parameters refer to the level of the sound. Also, it is quite possible that some incidents may display different noises at different stages, or even absence of noise at times.

The frequencies for the sound parameters having assigned names is shown in TABLE 2

where the percentages are calculated based on 820 cases and thus provide the frequencies for those specific parameters in the data base.

Table 2:

Parameter	Number of cases	Percent in data base
ON	37	4.51
SB	85	10.37
SI	5	0.61
SL	47	5.73
SM	35	4.27
WH	15	1.83
WL	22	2.68

DISCUSSION:

From TABLE 1 we see once again that the absence of noise is an undisputed characteristic of the UFO phenomenon, as 42.9% of the incidents are silent.

But this result is not quite correct. What we have is essentially two subsets of the data base: for the first we know whether noises were produced or not; for the second (*not applicable, not indicated*), we don't have the information to decide. Now, other studies have shown that the data base is rather consistent and that subsets exhibit the same properties as the whole. Thus, it is legitimate to assume that the distribution of noise and no noise in the second set would be the same as in the first, and use those numbers to calculate the percentage of incidents corresponding to silent behaviour.

continued.

Using the first two lines in TABLE 1, we see that out of 573 incidents, 352 correspond to silent UFOs, i.e., 61.4% of the cases.

Considering now TABLE 2, we see that the percentages of cases with reported miscellaneous noises are rather small. Only one (SB) exceeds 10%, and it must be kept in mind that this parameter comprises several sounds, like buzzing and humming. It would be possible, of course, to refine the data by considering the different sounds listed under UFONOISE, but it would not change the basic conclusion: that UFOs are mostly silent, and that other noises appear with rather low frequencies. More important is the fact that as stated above, the variety of reported noises is very limited.

Parenthetically, it is worth noting that no noises have been reported in some notorious frauds like the alleged Gulf Breeze sightings and the current Manhattan Transfer abduction incident. One cannot help wondering if this is due to the true ufological knowledge of the perpetrators, or to the fear that reporting an unusual sound might expose the plot.

ANOMALOUS NOISES.

Unlike the case of UFO lights, it is not necessary to consider first whether the noises are essential. By essential we mean required to maintain the UFO in the air and related to its propulsion system, a question easy to answer considering the overwhelming majority of incidents for which the UFO displacement is totally silent. Moreover, when noises are reported, they seem to be associated with the

manoeuvres observed, particularly with the initial and final stages of the sighting, but we can hardly characterize those sounds as essential, because we have numerous examples where the whole incident develops in silence, although noises may well be related to infrequent operational needs.

By accidental noises we refer to sounds often described by the witnesses as anomalous and which perhaps could be attributed to activities of the occupants, such as closing or opening of means of egress. Typically, those noises appear in reports of very close encounters; and when other more predominant sounds exist, they have gone mostly unnoticed in the literature and neglected by the analyst.

This paper specifically considers those anomalous noises identified in the UNICAT data base by the parameter ON, and although we have located only three examples, we have also acquired the certainty that many more incidents are buried in the files. The lesson here is that collecting information per se is a futile activity, and that progress can be made only when the information is sorted out, analyzed, summarized and circulated, activities that all ufological organizations seem reluctant to do.

EXAMPLE 1. Villares del Saz, Spain.

On 530701 an illiterate shepherd boy was taking care of cows in a remote pasture near Villares del Saz, in the province of Cuenca, when a UFO landed very near him. The boy, age 13 or 14, did not see it approaching, but his attention was attracted by a noise at his back.

(continued)

This noise, hardly mentioned by the commentators, is what interests us here. To place the incident in perspective, let me add that it took place in broad daylight, and that the entities were friendly and very small. They exited and entered the craft by jumping through a small door at the top. An interesting detail is that the faces of the entities were described as "oriental".

Ballester Olmos¹ quotes the boy as stating that the noise was slight ("pequeño"), but does not elaborate any further. Veteran researcher Antonio Ribera² provides some detail, and describes the noise as a faint, muted, intermittent whistling ("*un silbido tenue, apagado y por tiempos*"), which was repeated at the departure of the object. The case is mentioned by Vallee³, and the noise referred to as a soft whistling sound.

From the extant descriptions it seems that the peculiar noise was heard following the arrival and prior to the departure of the craft which was silent otherwise. This suggests that the noise perhaps was related not to the propulsion of the craft, but simply to the operation of the trap door at the top used by the crew for ingress and egress.

1. Ballester, V.J.; OVNIS: EL FENOMENO ATERRIZAJE, 1978, p.32.

2. Ribera, Antonio; in THE HUMAN-
OIDS, C. Bowen Editor, 1969, p.77.

3. Vallee, Jacques; PASSPORT TO
MAGONIA, 1969, case #113.

EXAMPLE 2. Santa Isabel, Cordoba, Argentina.

In September, 1972, three incidents were reported at an automotive plant (Ika- Renault) located near Córdoba, Argentina. The three events involved anthropomorphic entities, but not an actual UFO, and were investigated in depth by Oscar Galíndez⁴. The interesting feature of these three sightings is that the witnesses did not know each other, and yet they described similar characteristics.

Of course, purists might be disturbed by the fact that no UFO was reported, and argue that the incidents are merely examples of paranormal events, while the ufologists will claim that the manufacturing plant was very large, not much occupied at the time of night when all of this happened, and that a UFO could have landed in many places without being detected. We are interested here in the first incident (720921 at 5:40 AM), involving a janitor, age 56, doing his rounds before the arrival of the factory personnel. We are told that this man had hardly any education, not even primary school, which places him in the same category as the witness in Example 1.

He used his keys to enter one of the washrooms to perform his duties, and as he advanced into the room he noted an entity sitting on one of the basins, which he could see well even if the light above that particular spot was off. As he

4. Galíndez, Oscar A.; in FSR Vol.21, #2; FSR Vol. 21, #3 & 4, FSR Vol. 21, #5, 1975.

(continued)

approached the intruder, several things happened simultaneously: the light located where the janitor was went off, the previously off light went on by itself, a noise like the sound "*of a metal object striking glass*" was heard and the entity disappeared. The witness described the intruder as tall, about 8 ft. high, of robust appearance and very white skin, like plaster. Worth mentioning is that the eyes of the entity were described as "*split, disposed horizontally and were much bigger than the eyes of the Chinese*".

This incident was well investigated and contains abundant unexplained details, but we are interested here only in the noise. Since it marked the disappearance of the entity it suggests, as in similar incidents, the closing of some means of egress, adding an unsuspected dimension to the UFO phenomenon.

EXAMPLE 3. Loxton, South Africa

This incident took place on 750731 near Loxton, Cape Province, South Africa, and has been thoroughly investigated and carefully described by Cynthia Hind⁵. Early on a misty and cold morning a farmer inspecting his land came across an oval-shaped machine which he took to be a trailer of the type used by uranium prospectors. Four figures were moving inside, and as the farmer approached he could hear an intermittent humming sound. When he was about 15 or 16 ft away, the occupants noticed

5. Hind, Cynthia; AFRICAN ENCOUNTERS, Gemini paperback, 1982, Chapter 1.

his approach; the farmer heard a click as a small flap opened on the side, from which a brilliant beam of light emerged and hit him in the eyes, at which point he practically lost consciousness.

The case is much more complex than stated above: there were physical traces, analysis of the soil was performed, and the witness suffered physiological effects after the event, such as double vision and nose bleeding. The incident terminated when the humming quickened and became louder, and the machine took off very fast- The farmer was close enough to have a good look at the occupants, and described them as not very robust, thin and pale, about 5 ft tall, and more significantly, they had slanted eyes.

As in previous examples, the humming noise is not what interests us as it was there in the background all the time, What is interesting is the sudden clicking noise, corresponding to the opening of an aperture, as in the first example and almost certainly in the second. It was not singled out when the case was coded to be entered into UNICAT, and would have gone unnoticed if not pointed out to us by Cynthia Hind, which prompted the search for similar incidents in the data base.

DISCUSSION

The above three examples exhibit some common characteristics:

- 1) the nature and timing of the sounds strongly suggest an association with the opening and closing of apertures.

Operation Right to Know

2nd NATIONAL UFO DEMONSTRATION

March on Washington, D.C. July 5, 1993



PRESS CUTTINGS OF INTEREST.

END UFO SECRECY!

Send a message to Congress & the White House to end Disinformation & Secrecy regarding the U.S. Government's Contact with Off-World Civilizations

Documented Evidence of the reality of UFOs is overwhelming, including evidence the U.S. military retrieved a crashed flying saucer in New Mexico in 1947. Our Government's policy of withholding and confusing the facts of extraterrestrial contact is WRONG and MUST END.

We demand full disclosure of government UFO secrets and an open, public inquiry into the phenomena. We believe that the government's policy of tightly restricting UFO data, however well-intentioned it originally may have been, causes far more harm than simply telling the truth.

DEMONSTRATION, MARCH & RALLY
Date: July 5, 1993, Monday (a Federal holiday)
Time: Afternoon
Place: White House sidewalk
Rally at the Ellipse



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THE EXAMINER, Friday, January 15, 1993 -

Martians over Evan-dale?

A resident of the town has told fellow employees of the Launceston wholesalers' firm where he works that he spotted a flying machine "with flashing lights and everything" hovering over his property for 15 minutes late on Tuesday night. No, it wasn't a plane, says the observer, who swept the sky with binoculars.



UFO reports investigated

The Tasmanian UFO Investigation Centre is looking into the reported sightings of unidentified flying objects over Hobart on Wednesday night.

A spokesman for the centre said that there were separate reports of unidentified lights over the city between 10pm and midnight.

There have been 70 reported UFO sightings in Tasmania this year.

"The first call we had last night was of two orange hazy lights high in the sky over the Sandy Bay-South Hobart area," the spokesman said.

"Then we had a second call about an hour later about two lights crossing the sky and then parting and turning over the city area and heading to the south-west."

He said that the first report could have a meteorological explanation, but the second sighting was a mystery.



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Great bolide of fire

IT WAS 8.42am on Good Friday when a tremor and a loud rumbling had Bega residents rushing outdoors to see what was happening.

By that time they had missed the ball of fire which had streaked across the sky causing the sonic boom that had attracted so much attention.

Reports on the blazing ball were phoned in to police from Goulburn to south of Bega but it was only in the Bega district that the tremor and loud rumbling noise

were noticed. The object was described as either having a long, fiery red tail, or giving off a blue-white light with a comet-like tail.

It was travelling low and horizontally in the sky.

The bang heard in Bega did not register on seismographs in Canberra.

A spokesperson for the CSIRO said that the ball of light was probably a rare type of meteor called a bolide.

These reach speeds of 30 to 80

kilometres a second and are capable of creating shock waves and sonic booms.

Meteors are space rocks and this particular one may have hit the earth or burnt up through heat generated by friction with the atmosphere.

It was not, as many first thought, a defunct satellite or a piece of space junk.

The Tidbinbilla tracking station checked with US space authorities who confirmed that nothing of that type was due to enter the atmosphere on Friday.

The sonic boom felt in Bega was not

violent enough to wake many people taking advantage of the public holiday by sleeping in.

However, those who were awake reported loud rumblings and a tremor which rattled windows and shook ornaments.

Some people believed it was an earthquake, others an explosion and at least one man thought it was the Brogo Dam going.

No-one the Bega District News spoke to actually saw the bolide.

ENTERPRISE, High Point, NC - Jan. 12, 1993 CR: G. Fawcett

Witnesses swear UFO swoops into High Point

By Jimmy Tomlin
STAFF WRITER

First in flight, fourth in UFO sightings North Carolinians may have tar on their heels, but their eyes are stuck to the skies, says the head of the Mutual UFO Network of North Carolina.

"Our state ranks fourth in the nation in UFO sightings, and that's pretty much been true the last three or four decades," said George D. Fawcett, 63, of Lincoln.

Fawcett, an amateur UFO investigator and researcher since he was 14, keeps track of such things. His home doubles as a UFO clearing-house and contains more than 15,000 UFO-related news clippings, photographs, drawings and other items.

1992 brought 17 new reported sightings from 14 different cities, including High Point, Fawcett said.

"That's an average year, I think, but prob-

ably the significant point is that they were grouped in May and September," he said. Nine of the 17 claimed sightings were reported to Fawcett during those two months, he said.

"That's more of an indication that something was definitely taking place," he said.

The High Point sighting was among those reported in May. Vicki Foster and Linda Peace, both of Tri city, reported seeing a large, cigar-shaped object, covered with bright lights, hovering not far above their car as they drove near Oak Hollow Lake.

Following is an account of that sighting, based on Enterprise interviews with the two women:

On May 5, around 11:15 p.m., Foster, a 33-year-old cosmetologist, and Peace, a 42-year-old housewife, were returning from an evening of playing bingo at the High Point Elks Lodge on Old Mill Road. Near the intersection

of Johnson Street extension and Oakview Road, Peace asked which way the airport was. Foster pointed to the left.

"Well if the airport's over there, what in the world is this over here on my right?" asked Peace.

The two observed a large, airborne object with red, green, blue and whitelights "as bright as stadium lights," said Foster.

They pulled into a church parking lot to watch, but the cigar-shaped object only hovered, making no sound. "We even cut the car off but couldn't hear anything," Foster said.

It appeared to have a large, fluorescent-looking window on its underside, "but we couldn't see inside," she said. "It slowly came toward us, made like a dead stop right over us and then vanished - just zip, it was gone."

Thinking the object had left, the women started for home. Only a couple of minutes

later, they saw what they claim was a low flying military aircraft headed toward the area of their UFO sighting.

"You could see (the plane) was military," Peace said. "I think the military must have picked up (the cigar-shaped object), too. They had to, to have gotten there that quick."

The experience changed the way the two women think about UFOs, they said.

"I had read articles (about UFOs) in the paper, but I didn't really believe people saw these things," Foster said. "But I believe now. Every time I'm outside at night, I'm looking up."

Peace believes the object she saw will return.

"It was something that don't live down here," she said. "But it'll come back. I know it will. And I know it was a UFO because if we ran to the moon, why can't they come down here?"



ON UFO NOISES

Continued from Page 15

- 2) the entities were of white or pale complexion and had slanting eyes
- 3) the visibility conditions were good or excellent
- 4) the distances involved were minimal, of the order of less than 15 ft.
- 5) The sightings had limited but not extremely short durations: less than 1 minute for the Santa Isabel incident, and from 3 to 5 minutes for the other two.

There are disparities also: the heights of the entities range from very large (Argentina) to very small (Spain), passing through small (South Africa). The difference in the durations is reflected in the information coefficient⁶, which is exactly the same for the Loxton and Villares del Saz cases (NC = 26) but much less for the Santa Isabel incident (NC = 16)

CONCLUSIONS

Anomalous noises have not been given enough attention in the past, and as this article shows, when associated with well investigated cases might lead to new insights into the UFO phenomenon so far not explored. The three examples discussed above are only a small

6. The information coefficient NC indicates the number of parameters which have been identified for a given case, and is one of the UNICAT evaluation factors.

sample, and I am convinced that buried in the literature many more similar incidents await discovery.

Dr. Willy Smith
(C) UNICAT Project
January 1, 1993

Calendar of UFO Conferences for 1993

February 6 — Metro D.C. MUFON UFO Conference, Quality Hotel, Silver Springs, Maryland. For information please call Michael Regimont (410) 974-0649.

March 17-21 — TREAT V Conference in Santa Fe, New Mexico. For information contact TREAT, P.O. Box 728, Ardsley, NY 10502.

April 2-4 — Fifth Annual Ozark UFO Conference, Inn of the Ozarks, Eureka Springs, Arkansas. For information call (501) 354-2558.

April 10-12 — Seventh European Lyons Congress, Hotel de Congress, Lyons, France. For information in the U.S.A. please contact W.P. LaParl, 19 Wood St., Hopkinton, MA 01748-1132 or telephone (508) 435-4961.

July 2, 3, & 4 — MUFON 1993 International UFO Symposium at Hyatt Richmond Hotel, Richmond, Virginia. For information please contact Mark E. Blashak, P.O. Box 207, Manakin-Sabot, VA 23103.

August 1-5 — Ancient Astronaut Society 20th Anniversary World Conference, Imperial Palace, Las Vegas, Nevada. To register contact Ancient Astronaut Society, 1921 St. Johns Ave., Highland Park, IL 60035-3105 or call (708) 295-8899.

August 14 & 15 — International UFO Conference, "UFOs: Fact, Fraud or Fantasy," Sheffield Polytechnic, Main Building on Pond Street in Sheffield, S6, Yorkshire, England. For information please contact Independent UFO Network, 1 Woodhall Drive, Batley, West Yorkshire, England WF17 7SW.

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March, 1993

CAN WE TRUST OFFICIAL FILES?

This was a question asked by UFO historian Loren Gross after studying official reports on an October 4, 1955 UFO incident over the Soviet Union. The sighting involved former U.S. Senator Richard Russell, who served for a long period as Chairman of the Armed Services Committee, and several other individuals riding on a train. The files came from several sources within the government, including the FBI and CIA.

Briefly described, the incident went like this (from the CIA version):

"At 1630, 4 Oct. 55, I boarded a train at (deleted) in the company of (deleted) one of whom shared a Wagon-Lit compartment with me; the other two occupied the adjoining compartment. The train ran very slowly, making every stop; I would estimate its overall speed at 20 m.p.h. Exactly two hours and 40 minutes out of (deleted) one of our group in the compartment next door entered my compartment and said, 'Did you see that out there? I just saw a flying saucer.' I and my compartment companion were about to laugh it off when the man from next door pointed out of the window again, and then we all saw the following sight."

"On the lefthand side of the train, between the train (deleted) was a large air field. The evening was dark but clear. A huge search (deleted) on the field itself, (deleted) on a triangular object on the ground which I would say was probably not more than two miles distant from the railroad. (Collector's comment: Source first estimated that the air field was about five miles away but, on further reflection, changed the distance to the object to two miles). The size of the object was comparable to that of (deleted) jet fighter, with a squat shape and in the form of an equilateral triangle. There were three lights on the object, one on each point of the triangle, presumably two wing lights and a tail light. As we watched, it was ejected from its launching site, making not less than three and not more than seven fast spirals in the air, after which it climbed extremely fast at about a 45 degree angle. We watched it climb and saw it reach a high altitude, the search (deleted) followed it all the way."

"I wish to emphasize that this was no ordinary take-off but a

launching procedure more like a missile ejection. Our companion from next door reported that this was the second launching in rapid succession."

"I believe that the train at the time of the sighting was between 50 and 65 miles south of (deleted). While the four of us were still watching the object ascending, the steward came in and pulled down the blinds. When I began to protest, the steward pointed toward the rear of the car and shook his head, (deleted)."

The documentation on the Russell affair tends to be involved, and of course information has been deleted from the various versions. The point which Gross brings forth in a volume of his UFOs: A HISTORY (a series he has been producing for many years) is that the different versions of the Russell sighting that exist are just that -- different! The writers of the assorted reports do not tell the same story.

There are three distinct versions available: Senator Russell's statements to Herbert Scoville, the CIA's Assistant Director of Scientific Intelligence, on October 27, 1955; a CIA report written prior to the Scoville interview (quoted above); and an Air Intelligence Information Report by Lt. Col. T. Ryan based upon an interview with Army Lt. Col. E.U. Hathaway, one of the witnesses, dated October 14, 1955. Gross has documented numerous specific instances where the "facts" of the story sharply differ from one another.

The reasons for this, according to Gross, seem to be that the facts altered according to the particular theory of explanation expounded by the source agency. The Ryan version supports a disc-shaped craft, an unexplained object. The CIA version supports a high performance aircraft developed by the Soviet Union. Russell's testimony to the CIA discusses unusual lights which may or may not have been conventional. In this last instance Scoville rejects a previous CIA report, saying that he doesn't believe that what was seen was due to a saucer-shaped or unconventional aircraft. Instead, he believed that the lights could have been conventional jets.

How does one explain the differences otherwise? The easiest way is to attribute them to simple misreporting. As people often do, facts could have been misinterpreted and became distorted. However, it is hard to believe that U.S. intelligence could have gotten things so messed up in relating hard information on a relatively brief set of details -- messed up a couple of different times in fact. It can't be ruled out but it seems unlikely. Perhaps then the witnesses changed their stories? Why? They didn't seem to know what they were looking at anyway. Surely the Chairman of the Armed Services Committee realized how important it was to relate accurate intelligence information. Again, it is possible but seems unlikely.

The disturbing idea is raised that we may not be able to completely trust the details reported in government UFO files, particularly with single source stories. It is a cautionary note on being absolute in this subject, a dangerous practice which needs to be tempered.

Full details of Gross's ideas on this issue appear in UFOs: A HISTORY 1955 SEPTEMBER 15TH to DECEMBER 31ST. Contact: Loren Gross; 690 Gable Dr.; Fremont, California 94538.

SECRET DETECTION OF AN IMMENSE UFO OVER BRITAIN (1949)

By a former member of the Royal Air Force

(name and address on file with Flying Saucer Review)

The event which I report below occurred over 40 years ago. The so-called "thirty-year time-limit" for secret matters elapsed long ago. The time has come for the facts to be known.

Any of those other many witnesses to this incident who are still alive will recall it when they read what I have to say.

My account is as accurate as I can make it.

Radar

By 1949 the radar used by the Royal Air Force was admittedly nowhere near to being so highly developed and sophisticated as it is now. Nevertheless, it was good enough to have played a very significant role in our winning of World War II. Many a "downed" British airman floating in his rubber dinghy on the sea owed his life to being spotted by our shore-based radar, which had no difficulty in "seeing" a craft, be it a cruiser, a destroyer, a small "E-boat", or anything else, and any skilled radar operator was thoroughly capable of estimating the relative sizes of these "targets".

The "Incident"

In August 1949, in order to test the up-dated defences of Britain, our authorities launched "Operation Bulldog".

The features of this exercise were that aircraft from the Benelux countries, supported by U.S. Air Force squadrons based in Europe, were to simulate an attack on Britain. Flying in from various airfields in Holland, France, Belgium, and Germany, they were to "attack" London and other targets in Southern England and the Midlands, while the defenders of Britain were to be R.A.F.

Fighter Command.

Britain's radar defence chain ran from Land's End in the far south-west, along the South Coast and then up the East Coast to as far as the north of Scotland, and the "sky-area" covered throughout this region extended from sea-level right up to about 100,000 ft.

Even so long ago as those days, it was well nigh impossible for even a glider, for example, to get across the English Channel without being instantly spotted and plotted.

"Operation Bulldog" lasted for 15 days, and was structured in such a way that the personnel and technical resources of our defensive screen were tested and stretched to the limit.

At the time, I was serving as a Radar Operator A/C1, stationed at RAF Sandwich, in Kent. This was a Ground Control Interception Station used for verbally directing fighter aircraft on to target aircraft by means of both radar guidance and radio transmission. Collaborating with other neighbouring radar stations, we were constantly busy. And never more so than during "Operation Bulldog".

As can be appreciated, the air and sea traffic in the vicinity of the English Channel tended to be always heavier than elsewhere around the British coasts, and this was reflected in the general high activity of the radar stations along the South Coast. And at our particular station, RAF Sandwich, the crew were fully skilled, and "right on top with their job" as the saying goes.

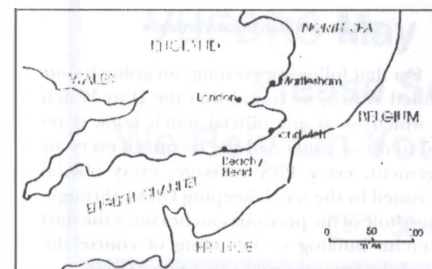
We kept two watches — A. Watch and B. Watch — on alternate twelve-hour shifts, throughout the fifteen days of the Operation Bulldog Exercise.

Eyewitnesses

Our Commanding Officer was a Squadron Leader Mundy.

Flight-Lieut. Frazer-Harris was our Adjutant. Flight-Lieut. Greenaway was the Senior Controller. Flying-Officer Oliver was one of the Controllers. Sergeant Belcher was one of the N.C.O.s in Radar Operations.

Sergeant Smith was possibly also one of the Radar Operations N.C.O.s, though at this distance in time my memory may be at fault, and it is possible that he was no longer on station for Operation Bulldog.



Sergeant Hatter was the M.P. (Military Police) Sergeant.

Sergeant Platt (the spelling may possibly not be quite right) was Discip. Sergeant.

Among the crew were the following:

A/C/I McDonald; A/C/I Ruttiya (a member of the "Plymouth Brethren"); A/C/I Rummery; A/C/I Radcliffe (the "clown" of the Section); A/C/I Phipps; A/C/I Callahan; A/C/I Salt (W/T Ops.), and many more whose faces I still can recall but whose names I cannot.

One night — around midnight — half-way through the two-week period of the Exercise, we had just "stood down", after a few very busy hours. Things had now gone "slack", and we had been told that we could "take a break".

Appearance of the "Thing"

This was all in the normal run of things during the Exercise. And so, except for one Radar Op. who was left to keep general watch, and one other man, the PBX, the rest of us moved off to our small canteen across the corridor.

But within about fifteen minutes or so, the PBX Operator came in, went up to the Duty Controller, and reported that the Beachy Head Radar Station was passing on to us a plot on a large flying object and asking us to track it.

I was the Controller's "dog" at the time, working on the same screen as he, and directly with him.

And we two were the first to see the "contact", and my plot was the first to go onto the plot-board.

As other Operators took up their positions, more and more plots were being called out concerning the position of the object and its altitude.

Our post, RAF Sandwich, was using two main radars, a Type 14 and a Type 7, each revolving at four sweeps per minute and "out of synch" with each other. By this means, it was theoretically possible to secure eight plots per minute on a flying target.

The object that we were now studying was travelling roughly parallel to the South Coast of England, and from West to East.

When it arrived at a position out over the English Channel and off the "heel" of Kent, it abruptly turned northwards, and as it approached the estuary of the River Thames we "passed it on" to Martlesham Radar Station, (near Ipswich, in Suffolk), with whom we were already in contact via the PBX link, and whose radar area impinged on our own.

Shortly after this, due to the limit of our own radar range, we lost contact with the object.

The Speed and Size of the Object

Meanwhile, it had been a simple job for us to

assess the speed of the object from the times and distances between plots, while its speed was directly read from our Type 14 Radar, designed specifically to read the altitude of any aircraft within its range.

Flying at a height of close to 50,000 feet, the air-speed of the object observed and plotted by us in accordance with standard RAF procedure was assessed at very nearly 3,000 miles per hour.

And as for the size of the object, among the very experienced radar personnel engaged in the operations of Exercise Bulldog the general consensus of opinion was that it offered an echo similar to the echo from a large passenger or freighter ship — something in the region of 15,000 or 20,000 tons.

Departure of the Object

Word filtered down to us via the PBX link that, on approaching the vicinity of Bampton Radar Station in Yorkshire, the object had suddenly increased speed and, heading straight upwards, had vanished off screen at about 100,000 ft.

Naturally there was quite a bit of "buzz" about this affair — especially because — at that time — any speeds in excess of the speed of sound were just "not on"!

Neither were aircraft the size of 20,000 ton liners! The air-speed record at that date stood at 606.36 m.p.h., and the largest aircraft in general use anywhere on this planet was probably the U.S. Air Force's Boring Superfortress, which lumbered along at about 360 m.p.h.

At our usual relief-time, "B Watch" stood down, and went to breakfast and bed, at the domestic site, Stonar House.

The "Pep Talk"

In due course Sgt. Platt awakened us from our slumbers, and we assembled in front of Stonar House, with Sergeants Belcher and Hatter and various minor N.C.O.s in attendance, to hear an address by our Commanding Officer, Squadron-Leader Mundy.

He reminded us of our duties as serving members of the Royal Air Force, and of the requirements of the Official Secrets Acts... and, especially, *of the need to forget all about the odd occurrences of the past night, and not to mention same to anyone not connected with the R.A.F.*

The Duty Watch Book Vanishes

On that following evening, on going to our scheduled Watch, we found that the Duty Watch Book which — as any official watch book is required to do — contained the record of every air engagement, every PBX message, every official order issued by the watch-keeping Office throughout the whole of the previous watches since the start of Exercise Bulldog — including of course the events of the previous night — *had now gone.*

Normally, this Duty Watch Book would only

have been replaced when it was completely full.

In its place there now lay a shining brand-new Duty Watch Book.

I wonder why?

The removal of a half-empty Watch Book was unheard of — especially during an Exercise such as Bulldog!

The rest of Operation Bulldog ran its natural course. And about a month later my service with the Royal Air Force ended.

Whether there were any further developments regarding this incident, I naturally do not know. But it seems likely that evidence of its occurrence *must be on file somewhere!*

The incident had been observed by such a large and highly trained audience, its progress so well documented and meticulously recorded, and, no doubt, the technical aspects of it so well scruti-

nized by top-ranking experts, that the official documentation of the incident *would settle the entire UFO controversy permanently.*

All aspects of Operation Bulldog were due to be analyzed in great depth, in order to bring Britain's defences against possible nuclear attack to the highest level of efficiency.

There can be no doubt whatsoever that this incident which I have described — something totally beyond the expectations of the organizing authorities as it must have been — would receive the closest scrutiny, and that many views and opinions about it must have been placed on record.

In addition to the personnel directly involved in the tracking of the object, it is highly likely that a good many other people must also have gained knowledge of the incident, *and that proof of its occurrence ought therefore not to be too hard to find.*

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Victorian Sighting Reports

Some of these reports have come to us since the printing of previous two Bulletins, so we have included them.

13.9.1992 9.15 p.m. Ferntree Gully area - observation of 2 seconds. Large orange/red explosive flash was seen in the sky. Mt.Dandenong was in the background and the sighting took place between Glen Waverley and Ferntree Gully. Flight path NW to SE - course was steady and conditions were clear. Estimated height of the object 1500 feet maximum. Speed about 180 mph. Short smoke trail could have been vapour trail and it travelled a course parallel to the earth.

23.1.1993 12.00 - 12.05 a.m. Triangular shape seen near Sebastopol near Ballarat. No sound with lights along the edge of the craft. It was white/yellow in colour. Slightly larger than the apparent size of the moon. Its speed about the same as an aircraft - fast. Period of sighting was 10 seconds approximately in duration. Was viewed by the naked eye, and the witness said he had never seen anything like it before. The object disappeared behind buildings.

14.3.1993. 8.40 pm.approx. Briar Hill,Vic. Two witnesses saw a large meteor-like light between the apparent size of the moon and large planet. First seen 45 degrees above the horizon - fell very fast vertically. Duration of sighting was approximately 3 seconds. Conditions - fine.

28.3.1993.8.45 pm Viewed in the north from Campbellfield, a huge ball of light falling - the apparent size of the full moon, mainly white in color but did have other colors. It noticeably slowed down before disappearing in the west.

28.3.1993. 8.45 pm - seen from Vermont. Blue light - the apparent size of the full moon and in a westerly direction about 45 degrees above the horizon. Lost sight of it behind trees.

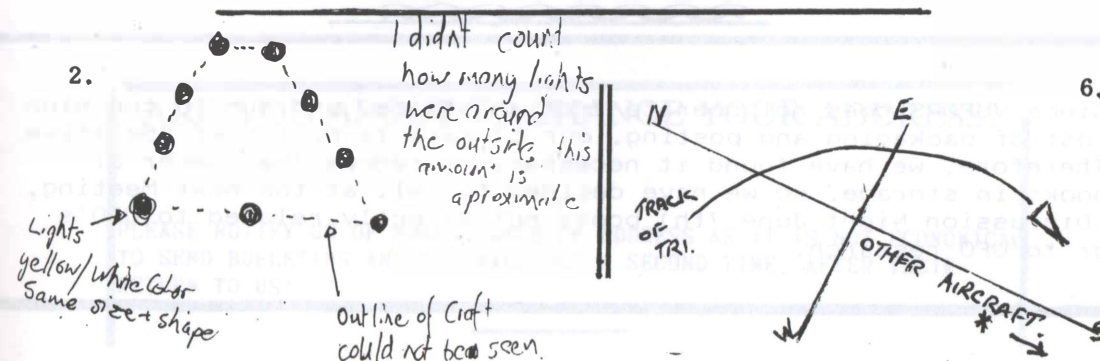
17.4.1993. 3.00 pm. A man and his wife were sitting outside having afternoon tea and watching an aircraft fly overhead when a triangular-shaped object passed overhead. It flew in an arc from NW to SE, very fast. An aircraft flew across the path from N to S just after the observation. The triangular shape was viewed with the naked eyes, the weather was fine and clear and the terrain quite open - near Tyab airfield. Sighting 4 secs.

continued.

22.4.1993. 9.10 pm. Two witnesses in a car travelling from Glen Waverley first saw a large red light, with a white light underneath, which appeared to be stationary, near Wattletree Road (near Melbourne). They drove onto the Freeway and 'lost' it for a short time. They drove off the Burnley 'ramp' when the daughter once again observed the object behind them, coming their way. The time was now 9.20 pm and they observed it a lot closer - about 500 - 600 metres away. They stopped the car and could not hear any sound from the object which was flying parallel for about 1 kilometre. It seemed to remain at the same distance from them as they rounded a bend in the road at Burnley. When they turned into their street, it flew off over buildings. Their reactions were, one inquisitive the other, very afraid.

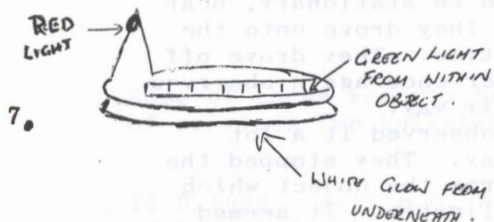
22.4.1993. 1.18 am. Barwon Heads - bright star-like object, with flattened oval centre and a surrounding band of orange. It was faster than a jet and was travelling on as heading of 30 degrees NW to SE - stopped, started again, increased speed, disappeared and reappeared with a sudden increase of speed, then finally disappeared on 45 degree south east.

3.5.1993.7.15-7.30 pm. VUFORS received a number of reports of strange lights from the country and particularly the Bendigo area - looking towards NE and from Yea towards the NW. There were other reports with not quite as much detail as these two. One family saw 8 or 9 lights in a row about 20 degrees above the horizon. The lights appeared to fade then brighten after which another 10 lights appeared. They were in view for about 5 minutes to 10 minutes. The call from the Yea area was very similar. Six to eight lights appearing stationary for about 5 minutes. Both of these reports were pointing in the direction of the Army Establishment at Puckapunyal where maneuvers were being carried out. I contacted the Army and discussed the reported lights which turned out to be part of the Army's maneuvers. I was informed that between 7 - 7.30 pm on several occasions, a Nomad aircraft, flying between 5,000 and 6,000 feet dropped parachute flares for their night illumination demonstrations. The flares would have remained there for about 5 to 10 minutes.

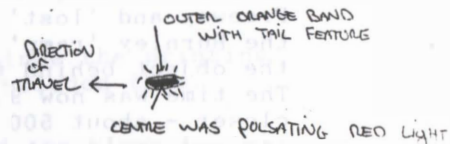


Sighting Reports

(cont'd) (CLEAREST VIEW OF OBJECT)



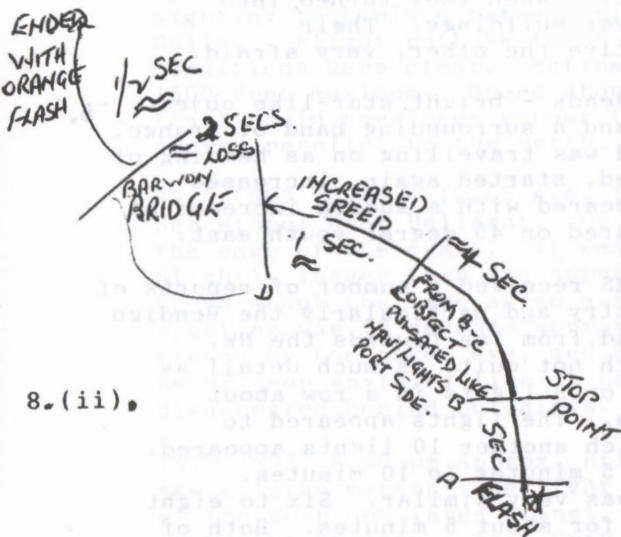
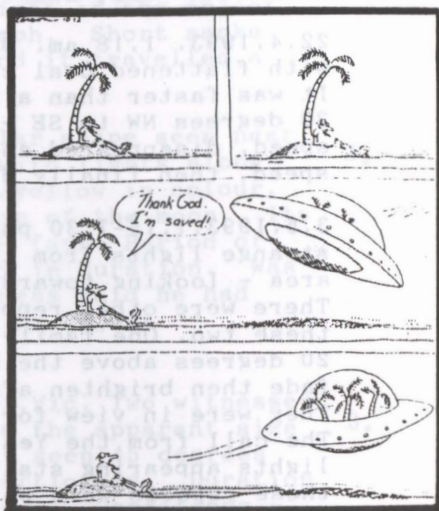
8.(i).



* JUPITER NOTICED IN THE WEST

~~XXXXXXXX~~

THE FAR SIDE



8.(ii).

LIBRARY BOOKS FOR SALE

Since VUFORS does not operate from an office, and due to the high cost of packaging and posting, our Library is no longer operative. Therefore, we have found it necessary to reduce the number of books in storage, so we have decided to sell at the next Meeting. (Discussion Night June 7th) books not directly related to UFO's or to UFO research.

Letters To The Editor

Strathmore.

March 1993 Bulletin.

I read with some concern an article in the Editorial section of the magazine which began with "we have some good news and some bad news". The good news being that UFO's seem to be making a come-back in the press and the bad news, a series of stories ridiculing them. I cannot understand why the educated people of this Planet, do not do more to enlighten the ignorant instead of taking their opinions so seriously. We have the knowledge, so why are we not explaining the possibilities that exist in the realms of space, to make possible the happenings that seem beyond belief to the unenlightened.

Is it not possible to publish at least one article per month on the simple analysis of at least some function of the universe that could help the lay mind to come to terms with the actual truth of the fact that the world we live in, is unchanged in its composition as it was in the first creation. Only the ability of humankind to invent methods of self preservation have made it what it has become today. All the dangers still exist, along with the many compositions of forces. Gases, heat, cold and rain and snow and storms and friction and lightning. The list is endless and no one seems able to point to the fact that anything at all, is possible in outer space, so why not try to realise it and amend.

I am rather an unorthodox thinker myself and would be pleased to offer explanations of some of the views I hold on various phenomena existing in the cosmos but so far as rut-thinking is concerned, it has no part of my deductions. I work only within various boundaries of what already exists and follow the pattern already existing in my analysis always.

Since reading once more, of the ridicule of UFO's and anything other than the products of the herd mind of the media, in opposition, I just feel it is time someone really decided to do something of intelligent response.

from
E.M.

ARE YOU ABOUT TO CHANGE YOUR ADDRESS?

PLEASE NOTIFY US OF YOUR CHANGE OF ADDRESS AS IT IS NOT ECONOMICAL TO SEND BULLETINS AND RENEWALS OUT A SECOND TIME, AFTER THEIR RETURN TO US!

SIGHTINGS IN 1992

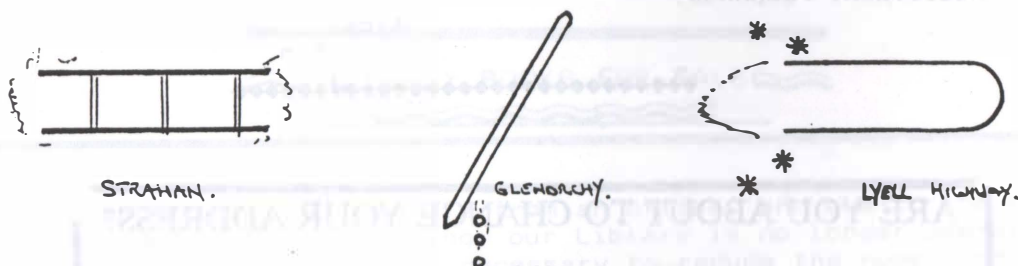
The main purpose of the Centre is to record details of Tasmanian sightings, and with that in mind we once again present the cases for the past year, elsewhere in our Report are the sightings from earlier years.

Only one case broke the "drought" on cases between September 1991 and August 1992 that was a sighting from Strahan on April 21st at 8.30 pm, the night was fine though cloudy. Mr O (names of witnesses in all sightings are on file) saw what he took at first to be an aircraft approaching from the North-East, he observed a pale flashing orange light. Mr O who was outside his residence then walked to his back door by which time the light had moved into the North-Western sky, it had now become stationary and changed shape.

Mr O brought the attention of three other witnesses to the object in the sky. It now had the appearance of 3 or 4 windows in a row with partitions in between with a pale yellow to orange colour. The windows were as wide or wider than the moon in apparent size. The windows did not move and seemed to brighten and fade at times, they were under observation off and on for nearly 20 minutes before fading out, the witness thinks they may have been obscured by cloud in that part of the sky.

The sighting was mentioned on ABC Radio news the following morning and in Launceston Examiner on the 26th.

The second UFO report did not come until August 9th when a Glenorchy family noticed a strange pencil shape passing over the Hobart suburb as it travelled towards the South-East. Young P was outside getting some gear from his father's car when he spotted a bright light in the North-Western sky. He called his parents out at once to see what resolved itself into a pencil shape. They all watched as the yellowish pencil shape passed overhead at a high elevation. The pencil was not in a vertical position but angled over slightly in the direction of travel towards the South-East. As it passed overhead three star like lights fell from the underside and disappeared. The object now progressed steadily away to the South-East and was lost from sight in the sky towards the city lights of Hobart, the sighting which lasted nearly two minutes had occurred at 6.30pm. The Centre was contacted within 15 minutes of the sighting and was able to make an immediate check on air traffic, there was none at the time.



Contributions and items appearing in this Report do not necessarily reflect the policy of the Tasmanian UFO Investigation Centre.

TUFOIC, PO Box 99, North Hobart, Tas 7004.

Continued.

OBITUARY - STAN SEERS

by Martin Gottschall, with the kind assistance of Roy Russell

Stan Seers, a former President of our Association, then known as The Queensland Flying Saucer Research Bureau, passed away on 17th. January, 1993 at the age of 86. Stan had not been too well during the past few years, and was cared for by his daughter Sylvia.

He joined the Association in May of 1958 as President, and filled this position, except for a brief interruption in 1965, for about twelve years. It was his suggestion that led to the Bureau hosting George Adamski on his visit to Brisbane in April of 1961, which turned out to be the first leg of a world tour, organised largely from Brisbane.

A number (38) of UFO sightings were reported from Papua New Guinea in 1959, now often referred to as the "Gill Sightings", as detailed in an excellent report by the Reverend Norman E. G. Crutwell. The Bureau, and Stan, being strategically located in Brisbane, became very much involved in the dissemination of these events, and we still publish this report today.

The well known Tully incident of January 1966, involving the sighting of a disk and physical traces ("nests"), again saw Stan in the thick of it with UFO detector and automatic camera, at the site in Tully.

It was during Stan's term also that the Bureau "encountered" ASIO, and possibly some less than wholesome skulduggery, which he details in his book "UFO's - The Case for Scientific Myopia" published in 1983.

He resigned from Committee service in 1970, by which time he had presided over an important period of the Bureau's activities. His approach to the subject was based on the assumption that UFO's were physical objects amenable to study by the methods and tools of Science. The significance of the subject, as he saw it was based on the implications inherent in an advanced technology and contact with extraterrestrial civilizations.

He held a variety of jobs, but during the later years of his presidency, he was employed as a laboratory technician in the Department of Physics at the University of Queensland. He endeavoured to interest academics in researching UFO's, but was largely disappointed in these efforts, as the title of his book shows. I have seen and heard Stan speak on various occasions in the 70's and 80's, and still have the impression of an "angry" man, which probably relates to his frustration at the subject not receiving the attention and study which he so strongly felt it deserved.

TASMANIAN REPORTS

A HIGHLAND CYLINDER

Just what did the two motorists see whilst travelling to Queenstown on the Lyell Highway on the evening of the 13th? Tedd and his friend Allan were on their way to the Hydro-Electric works on the West Coast about 9.30pm, they were about half way between Bronte and Derwent Bridge.

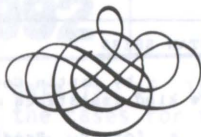
Allan (the passenger) had been looking at the fine night sky but then he noticed something to the West, it looked to be crossing their Northern sky. Allan watched for a couple of minutes before bringing it to Tedd's attention. Tedd continued to drive on but found it hard to view the object so he decided to stop the car. Both witnesses got out of the car and they were able to watch for another 2 or 3 minutes before the object moved away into the North-East sky.

Tedd says the object was about the same width as the moon and was a dull grey colour in the bright moonlight. The shape was cylinder like with a rounded front. To the rear there seemed to be a blue flame. The strangest thing though were some four or more lights travelling with the cylinder. These orange and brown lights could be seen moving in a steady formation, but as the cylinder was passing away they suddenly started to buzz around the main object, almost like fireflies. The lights kept up this performance as the whole group gained some elevation towards the North-East, then the lights all seemed to merge with the cylinder and the whole thing just disappeared from the sky. The whole sighting lasted some 5 to 8 minutes. Only one other motor vehicle was seen but there was no indication that the driver had noticed anything. Certainly Tedd and Allan did not see the burn-up which had occurred earlier that evening.

Queensland - Reports -

P.O. BOX 222
50 ALBERT STREET
BRISBANE QLD 4002

OBITUARIES



QA 1990-012
MARTIN GOTTSCHALL Investigator
17th February 1990 Sherwood Park, Brisbane

Status: Daylight Object
An elderly lady, while out walking in Sherwood Park, saw an orange-red object moving slowly north. Several others also witnessed the event. All agreed as to its appearance. It first appeared at an elevation of 30° to the east and disappeared behind trees at about 10° after about five to six minutes.

The object was spherical with a cylindrical column below. The column was about half the diameter of the upper part. It appeared to be larger than the rising sun.

QA 1990-061
PHILLIP PROLA/LOU DEMICHELIS Investigators
1946 Carpathians Mountains, Czechoslovakia
Status: CRI

The elderly male recounted an event which occurred in the Carpathians Mountains some forty-four years ago. Thirty three people, including himself, witnessed a yellow dish-shaped object, roughly 1 1/2 kms away on another mountain, while on an educational expedition. He saw 'things' walking around the object. They had no definite shapes. He got the impression that it was 'kind of alive' as the object displayed a pulsating effect. Suddenly it shot off very quickly, disappearing as a dot in the sky.

He didn't tell a soul about the incident because he was told so by his Professor (who was acquainted with the subject of Military Sciences). They were afraid that they all witnessed some type of Russian Military experiment.

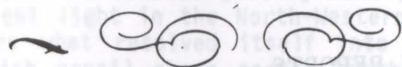
QA 1990-062
PHILLIP PROLA/LOU DEMICHELIS Investigators
1966 Illegant, Brisbane, dusk.
Status: CE2

A man recounted an event which occurred some years back in 1966. He was in the house preparing their evening meal when his nine year old daughter started yelling for him to come outside and have a look at this thing. On getting outdoors, he saw a large round object hovering thirty to forty feet above the house. The whole underside of the object was in shadows. After a few seconds, he grabbed his daughter and ran back into the house, fearing that the object might be emitting radiation. Three to four minutes later the object departed.

During the whole episode, the lights, oven and television behaved radically. The next morning they found that four chickens had died and for the next three to four weeks the daughter complained of sore irritated eyes. It wasn't until the following evening that the impact of the incident sunk in for the witness, and then he recalled standing by his bed, looking at himself lying in bed.

April, 1993. VUFORS Member Mrs. Isobel Baker of Thallon, Qld. was a supporter of this Society for a number of years, and hearing of her recent passing, the Committee wishes to extend its sympathy to her relatives and friends.

April, 1993. Well-known Radio and TV personality Mr. Kevin Arnett, was a valued friend of Mrs. Magee and Mr Norman and VUFORS. A member for many years, he was always enthusiastic about the subject of UFO's, endeavouring to place the subject before the public in an honest and down-to-earth manner, through his radio programs and his many published articles.



...LAST CHANCE...

Flight Into The Ages by the Senior Public Relations Officer of the R.A.A.F. Ken Llewelyn.
The final order of this book has been received by VUFORS.

Read about the mystery of Fredrick Valentich and other pilots and aircraft disappearances while flying over Bass Strait.

UFO activity witnessed by senior officers over the Woomera rocket range, Nullarbor and other areas of Australia.

Incidents never before published from Air Force observers.

The book presents experiences of airmen who have questioned traditional concepts and beliefs, not only with regards to UFOs but paranormal experiences as well.

Write to: Victorian UFO Research Society
P.O. Box 43
Moorabbin Victoria 3189
\$14.95 plus \$3.00 postage and handling

Sighting Reports

MORE TASMANIAN REPORTS

WHAT WAS SEEN FROM FLIGHT 405

The day following the sightings at Bridgewater and the Lyell Highway something was seen from Flight 405 into Hobart Airport at 12.57pm. The day had fine and sunny until later in the afternoon when some cloud built up in the western sky ahead of an approaching change. Initially a caller to the Hobart Mercury hinted that a UFO may have been seen by passengers on the 1pm flight to Hobart, then the UFO Connection shop also was advised of the same rumour. The Centre subsequently ran a press release in an attempt to uncover some witnesses to the case. Some days later a passenger who was on the flight contacted the Centre to tell what he had seen as the aircraft descended into Hobart.

H says he was sitting in the rear right row of the aircraft when he noticed something to the west when they were about 10 minutes out of Hobart. This has been placed about the southern end of Great Lake (12.45pm) at an elevation of about 18,000 ft. Well away to the West to South West was an intense long thin black shape, this shape seemed to be about the same elevation and between two levels of hazy white cloud. He was puzzled as all the other clouds were of a light colour and the cover in the upper part of the Western sky was only hazy.

H continued to keep a watch on the black shape as the aircraft descended into Hobart, the shape did not seem to be moving relative to the clouds in its vicinity the other clouds did seem to be moving. As the aircraft lost height and neared Hobart the black shape seemed to be getting left behind so that H was looking back at a 45 degree angle behind the aircraft when he lost sight of it. When last seen the shape was to the North West before mountains to the West (Possibly the Wellington range) obscured the shape. H had the impression that whatever it was it had to be very big to be seen at such a distance. H recalled that people in the row ahead of him seem to have noticed something out to the West, they appeared to be looking in the direction of the shape and watching it at the same time he was.

No other reports were received by the Centre from any other passengers on the aircraft. Contacts were made with the Airport, Airlines, media, Civil Aviation, Weather Bureau, and RAAF. Suggestions were made that the witness had seen an other aircraft, although no one could come up with any flight times for that area. Another possible explanation was the cause of the report was alto-cumulus cloud over the Western mountains, although none was noted in reports with the Bureau that day. The Centre has left the case unexplained on the the data to hand, the explanation of altocumulus cloud cannot be ruled out, although what we really need is contact from a second witness in the aircraft, or even on the ground. With this in mind we ran an item in the Derwent Valley Gazette, this brought calls on other lights but nothing about dark shapes in the Western sky.

? Are You Financial ?

Check Your Address Label



MEMBER

International Committee for U.F.O. Research

P.O. Box 43, Moorabbin, Vic. 3189, Australia

DISCUSSION NIGHT

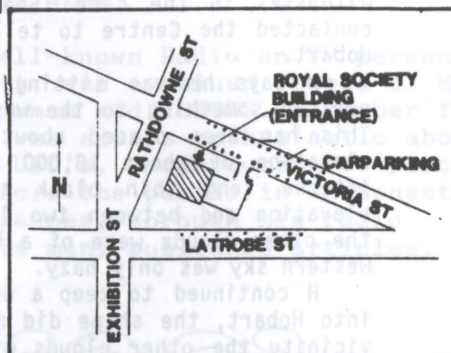
For Your Diary

MARCH	1st 1993	DISCUSSION
JUNE	7th 1993	"
SEPTEMBER	6th 1993	"
DECEMBER	6th 1993	"

TIME 8.00p.m.

WHERE "The Royal Society of Victoria"
Victoria Street, Melbourne (SEE MAP)

COST	FULL MEMBERSHIP	NO CHARGE
	ASSOCIATE MEMBER	\$2.00
	NON-MEMBER	\$5.00



SUBSCRIPTION RATES

V.U.F.O.R.S.

FULL MEMBERSHIP:	\$20	- Magazine - Free Meeting Entry - Free Supper
ASSOCIATE MEMBER:	\$15	- Magazine Only
OVERSEAS:	\$US20	- Magazine Only
NON MEMBER:	\$5	- Meeting Entry Only

SOCIETY HISTORY

1957

At this point perhaps it may be opportune to present a brief history of the Victorian U.F.O. Research Society.

The earliest U.F.O. group to form in Australia was the "Australian Flying Saucer Bureau" under the direction of Edgar Jarrold and Andrew Tomas, in the early 1950s. At the same time, Fred Stone inaugurated the "Australian Flying Saucer Research Society" in Adelaide. After approximately two years the Bureau closed down and was regarded as a branch of the "Australian Flying Saucer Research Society" under Andrew Tomas. This shortly broke from Adelaide and became the "Australian U.F.O. Investigation Centre" with Dr. Clifford at its head until 1958, when the Presidency passed to Dr. Lindtner.

The "Australian Flying Saucer Research Society (Victorian Branch)" was formed on the 17th February, 1957 as a branch of the "Australian Flying Saucer Research Society" and later that year was re-organised as the "Victorian Flying Saucer Research Society" with Mr. Peter E. Norris L.L.B. as President. In 1968 the name was again altered – this time to the "Victorian U.F.O. Research Society".

During this time, the Society has published various papers and is probably best known for its publication Australian Flying Saucer Review, curtailed in 1972 due to high costs and subsequently superseded by the Australian U.F.O. Bulletin and at one stage sponsored and produced a quarter-hour program on a Melbourne radio station under the heading of "The Truth Behind Flying Saucers".

In 1978, following the resignation of Mr. Peter Norris the current executive, Mrs. Judith Magee, Messrs. Paul Norman and Clive Yates, was placed in control, ensuring the continuing prosperity of V.U.F.O.R.S. The Society has held a dispassionate attitude on U.F.O.s, claiming it is a scientific problem deserving closer attention. It has also met regularly in general meetings and discussion nights and maintained the largest U.F.O. library in the southern hemisphere. Unfortunately, the loss of books, probably due to the high cost of postage has forced V.U.F.O.R.S. to discontinue this service to members.

Membership of this Society – which maintains the largest membership of any U.F.O. organisation in the Southern Hemisphere – is open to all who are genuinely interested in the subject.

THE AUSTRALIAN U.F.O. BULLETIN

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AUSTRALIA

11/6/93